



North County Transportation Coalition
23920 Valencia Boulevard, Suite 255
Santa Clarita, California 91355
805 • 253-7230

December 20, 2001

City of Lancaster

City of Palmdale

City of Santa Clarita

County of Los Angeles

Carrie Pourvahidi
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Resolution in Support of Antelope Valley Alignment

Dear Ms. Pourvahidi:

Enclosed is a copy of a Resolution from the North County Transportation Coalition (NCTC), which presents our views on which alignment(s) and station locations should be selected for detailed environmental analysis. The NCTC is a regional transportation committee consisting of elected officials and key staff members representing the northern portion of Los Angeles County. Its membership includes the cities of Palmdale, Lancaster, and Santa Clarita; local Chambers of Commerce and Transit Authorities; Los Angeles County; the Metropolitan Transportation Authority; Metrolink; the California Department of Transportation and Southern California Association of Governments.

In addition to the NCTC Resolution, individual jurisdictions are planning to adopt similar Resolutions and present them to the California High Speed Rail Authority (CAHSRA) prior to or at the CAHSRA meeting in Sacramento on January 17, 2002.

Should you have any questions, please contact Terry Stubbings or me at (661) 267-5371.

Sincerely,

A handwritten signature in dark ink, appearing to read "James C. Ledford, Jr.", is written over a horizontal line.

James C. Ledford, Jr.
Chairman, NCTC

North County Transportation Coalition

Resolution in Support of CHSRA Alignment and Station Selection

WHEREAS, the California High-Speed Rail Authority (CHSRA) is conducting a program-level environmental impact analysis in support of its efforts to develop and implement high-speed rail service between San Francisco, Sacramento, Los Angeles, and San Diego; and

WHEREAS, the California High-Speed Rail Authority has been evaluating alternative project alignments and station locations in the project segment located between Bakersfield and Los Angeles Union Station with the intent of selecting a preferred alignment and set of station locations for detailed environmental analysis at their January 2002 meeting; and

WHEREAS, the California High-Speed Rail Authority has requested that the communities having an interest in the project segment located between Bakersfield and Los Angeles Union Station present their views on which alignment(s) and station locations should be selected for detailed environmental analysis; and

WHEREAS, the North County Transportation Coalition is a regional transportation committee consisting of elected officials and key staff members representing jurisdictions and organizations from the North County region of Los Angeles County; and

WHEREAS, the members of the North County Transportation Coalition represent the cities of Palmdale, Lancaster, and Santa Clarita; local Chambers of Commerce and Transit Authorities; Los Angeles County; the Metropolitan Transportation Authority; Metrolink; the California Department of Transportation; and Southern California Association of Governments.

NOW, THEREFORE, BE IT RESOLVED that the North County Transportation Coalition has determined at its Board meeting on December 17, 2001, that:

1. With regard to selection of an alignment between Bakersfield and Sylmar, the "I-5" alignment (CHSRA "Option 1") fails virtually all tests regarding cost, risk, and service to residents and employers of southern California, and therefore should be removed from all further consideration in all future project studies.
2. With regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "Aqueduct" alignment (CHSRA "Option 4") be removed from further consideration due to its foreclosure of potential station locations within the Antelope Valley and its extended proximity to the San Andreas Fault.
3. Further with regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "SR-58" alignment (CHSRA "Option 2") be the preferred choice based on minimization of overall cost, tunneling cost and delay risk, and seismic risk, provided that this alignment remains compatible with the preferred Bakersfield station locations identified by the City of Bakersfield and Kern County.

4. With regard to selection of an alignment between the City of Santa Clarita and the Antelope Valley (SR-14 vs. Soledad Canyon), that preference be given to the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.
5. With regard to the selection of an Antelope Valley station location, that the CHSRA allow for placement of a station anywhere within and between the central business districts of the Cities of Palmdale and Lancaster, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the CHSRA continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

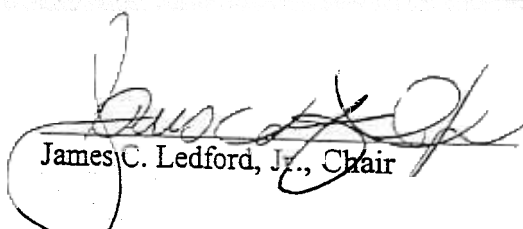
PASSED, APPROVED and ADOPTED this 17th day of December, 2001 by the following vote:

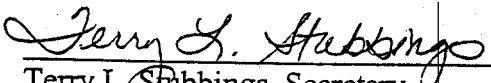
AYES: Ron Carter, Jo Anne Darcy, Jeff Long, Robert Newman, Frank Roberts, and Terry Stubbings

NOES: None ABSTAIN: None

ABSENT: B.J. Atkins, Rosa Fuquay, James Ledford, Tom Rogers, Kathleen Voss and Richard Yribe

ATTEST:


James C. Ledford, Jr., Chair


Terry L. Stubbings, Secretary

Sent 10/27/01



Board of Supervisors County of Los Angeles

October 17, 2001

MICHAEL D. ANTONOVICH
MAYOR

Mr. Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Morshed:

I have reviewed the information on the eight alignment options being considered by the California High Speed Rail Authority for the segment between Bakersfield and Sylmar. Six of these alignments traverse the Antelope Valley. I enthusiastically support high speed rail service to the Antelope Valley and ask that your final alignment serve this area of Los Angeles County.

The cities of Lancaster and Palmdale, as noted in your Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS), have experienced extraordinary growth in the last ten years. The continued growth of these cities creates a burgeoning need for transportation infrastructure. Undoubtedly, high speed rail will be an attractive means of travel for the residents of this area.

I encourage you to limit your current studies to the six alignments which pass through the Antelope Valley. I also ask that you work closely with the cities of Lancaster and Palmdale as you formulate your final alignment.

Sincerely,


MICHAEL D. ANTONOVICH
Mayor, County of Los Angeles

MDA:rfc

cc: City of Palmdale
City of Lancaster
Department of Public Works

February 13, 2002

Ms. Carrie Pourvahidi
High Speed Rail Authority
Sacramento, CA

Dear Ms. Pourvahidi: High Speed Rail and Palmdale Intl. AP

Regarding the attached letter from Mike Antonovich, I have no interests in the Antelope Valley and just want to see high speed rail (finally) ~~get~~ off the ground.

We are light years behind Europe, and especially France, and I just can't see why it should take decades (as the L.A. Times remarked not long ago) to be able to take the train to San Francisco.

A lady wrote in The Times the other day that she left her West Valley home at 6.00 am (to take the plane to San Francisco). She got out of the airport in San Francisco at 1.00 pm. That doesn't make sense. The September events of last year have a lot to do with that but, still, we need an alternative.

It is predicted that in Europe, air travel will become obsolete within 5 hours overall travel time or about 750 miles. You know it takes Eurostar only 3 hours to go from London to Paris (300 miles) and that will be reduced to 2½ hours once the English high speed link is completed. About 4 or 5 domestic airlines have already gone under.

France's newest connection (Paris-Marseille) is completed in an incredible 3 hours and 15 minutes. At 540 miles, that's 165 miles an hour. You can't fly against that, considering that the train goes from city center to city center.

Paris-Geneva is more akin to our situation in that it, too, passes through partially mountainous terrain (Jura Range). Still, the TGV completes the distance of 390 miles in only 3½ hours.

There is now renewed interest in developing Palmdale Intl. AP as an adjunct to LAX. Given that El Toro will probably never happen, there will be little choice but to use Palmdale in the future and your Authority should keep that in mind. The area is also flat and relatively undeveloped. As far as I know, it should also be easier and cheaper to get past the Tehachapis that way although I would like to know more about that option.

You would be killing two birds with one stone. Palmdale will happen, LAX can't take much more, and it will serve the Antelope Valley commuters at the same time.

You know, it's just a matter of time that we will see one or two of our national air carriers go under which will put the federal government in the airline business. Similarly, the

high speed rail projects will have to be funded (jointly) by the federal and state governments, local governments plus commercial interests. Imagine what the high speed link could do to cities like Fresno and Bakersfield.

You can't privatize passenger rail. They tried it in the UK and it's a bigger mess than ever-Railtrack is bankrupt and now the government has to pick up the pieces.

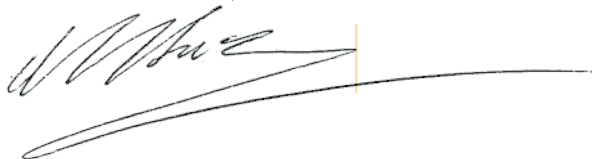
Of course the link has to pass through the Central Valley. That's where you pick up speed, just like in the Antelope Valley.

Regional air carriers (like Southwest Airlines) will fight hard against high speed rail. It almost happened in Texas about a decade ago and Southwest killed it. We can't afford to have any air carrier thwart competition.

Their argument at one time was that high speed would have to be funded by the taxpayers, unlike air travel. That argument is beginning to sound hollow now. We are also talking national interest.

Sincerely,

Andrew Van Husten



5510 Smokey Mt. Way
Yorba Linda, CA 92887



Board of Supervisors County of Los Angeles

MICHAEL D. ANTONOVICH
SUPERVISOR FIFTH DISTRICT

February 6, 2002

Mr. Andrew Van Husten
5510 Smokey Mountain Way
Yorba Linda, CA 92887

Dear Mr. Van Husten:

Thank you for your letter regarding high speed rail service between Los Angeles and the Antelope Valley. This service and its extension through the San Joaquin Valley to Sacramento and the Bay Area will improve mobility in the State.

The California High Speed Rail Authority is currently investigating this service. The State Legislature created this authority in 1996 to develop a plan for the construction operation, and financing of a Statewide, intercity high speed passenger rail system.

The authority has been conducting the formal environmental approval process for this system and attempting to narrow the number of possible alignments in order to reduce costs and accelerate implementation. At its January 17, 2002 Board meeting, the authority reduced the number of potential alignments between Bakersfield and Los Angeles to two. One of these alignments would pass very close to the Palmdale airport, while the other would closely follow Interstate 5.

The authority has been informed of my enthusiastic endorsement for a route providing service to the Antelope Valley. My hope is that the final alignment will serve this area of Los Angeles County. You may wish to contact Mr. Dan Leavitt or Ms. Carrie Pourvahidi of the authority at (916) 324-1541 if you have any questions regarding the alignments for this service.

Sincerely,

MICHAEL
Supervisor

MDA:rkr

925
L ST
Suite 1425
Sacramento, CA 95814

cc: California High Speed Rail Authority

RAIL EUROPE YOUR EUROPEAN RAIL EXPERTS

From BritRail to Eurailpasses, Rail Drive passes or point to point tickets, Rail Europe is the source for European rail. Eurostar, the channel tunnel train can now be reserved up to 120 days in advance. Other Premier Trains such as TGV, Thalys and Artesia are available 90 days in advance. All other seat reservations accepted 60 days in advance. Book online now at www.raileurope.com.

FARES AND SCHEDULES REPLY

FOR PARIS, FRANCE - MARSEILLE, FRANCE

(Schedules effective 12/02/01 until 06/15/02; fares shown are per person, and are valid from 01/01/02 to 12/31/02)

PARIS — MARSEILLE

ROUTING 2: LYON ST EXUPERY(TGV)

PARIS GARE LYON MARSEILLE ST CHAR
Direct

1st class fare: \$ 118.00 2nd class fare: \$ 88.00

Average: travel time-03h15; distance-863km / 539miles

Dep.	Arr.	Day	Train #	Svcs [†]	Freq ^{††}
06:20	09:36		6031-TGV to Marseille		b
07:20	10:30		6103-TGV to Marseille		a
07:54	11:10		6171-TGV to Marseille		a
08:20	11:20		6105-TGV to Marseille		
09:20	12:20		6107-TGV to Marseille		a
10:20	13:30		6109-TGV to Marseille		
11:20	14:32		6111-TGV to Marseille		a
13:20	16:30		6113-TGV to Marseille		a
14:20	17:36		6115-TGV to Marseille		a
15:20	18:20		6117-TGV to Marseille		a
16:20	19:30		6119-TGV to Marseille		a
16:50	19:50		6121-TGV to Marseille		a

MARSEILLE — PARIS

ROUTING 2: LYON ST EXUPERY(TGV)

MARSEILLE ST CHAR → PARIS GARE LYON
Direct

1st class fare: \$ 118.00 2nd class fare: \$ 88.00

Average: travel time-03h15; distance-863km / 539miles

Dep.	Arr.	Day	Train #	Svcs [†]	Freq ^{††}
06:24	09:45		6104-TGV to Paris		a
07:31	10:31		6106-TGV to Paris		c
08:31	11:31		6108-TGV to Paris		b
09:31	12:31		6112-TGV to Paris		a
09:36	12:51		6172-TGV to Paris		
10:29	13:41		6114-TGV to Paris		a
12:29	15:41		6116-TGV to Paris		
13:29	16:41		6118-TGV to Paris		a
14:08	17:21		6176-TGV to Paris		
14:31	17:31		6120-TGV to Paris		a
15:29	18:41		6122-TGV to Paris		a
16:29	19:45		6124-TGV to Paris		a

Service codes:

Frequency codes: a=Daily; b=Monday-Friday; c=Monday-Saturday; r=Please Call

CONT'D...

Orders subject to a \$ 15.00 handling fee. An additional fee applies to rush orders. Point to point fares include a service fee.

Reservation fees: Couchette = \$ 27.00 Sleepers Dbl 1st/2nd Cl \$ 65.00 to \$ 86.00 Sgl/Spl 1st Cl \$ 157.00 to \$ 177.00
Seat = \$ 11.00 Quad 2nd Cl \$ 43.00 to \$ 63.00

at Reservations are compulsory and not included in the price of ticket for the following trains: TGV, Eurostar, X2000, Thalys, Artesia, Eurostar Italia, Cisalpino and for ALL sleepers and couchettes, as well as selected EuroCity (EC), InterCity (IC) and ICE trains. The above a selection of the best trains between these two cities. Train schedules and fares are subject to change. We suggest that you reconfirm these times at the time of booking. Train Reservations can be made up to 60 days prior to travel and up to 120 days in advance for Eurostar.



North County Transportation Coalition
23920 Valencia Boulevard, Suite 255
Santa Clarita, California 91355
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Sent
11.

December 20,

City of Lancaster

City of Palmdale

City of Santa Clarita

County of Los Angeles

Carrie Pourvahidi
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

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Enclosed is a copy of a Resolution from the North County Transportation Coalition (NCTC), which presents our views on which alignment(s) and station locations should be selected for detailed environmental analysis. The NCTC is a regional transportation committee consisting of elected officials and key staff members representing the northern portion of Los Angeles County. Its membership includes the cities of Palmdale, Lancaster, and Santa Clarita; local Chambers of Commerce and Transit Authorities; Los Angeles County; the Metropolitan Transportation Authority; Metrolink; the California Department of Transportation and Southern California Association of Governments.

In addition to the NCTC Resolution, individual jurisdictions are planning to adopt similar Resolutions and present them to the California High Speed Rail Authority (CAHSRA) prior to or at the CAHSRA meeting in Sacramento on January 17, 2002.

Should you have any questions, please contact Terry Stubbings or me at (661) 267-5371.

Sincerely,

A handwritten signature in dark ink, appearing to read "James C. Ledford, Jr.", is written over a horizontal line.

James C. Ledford, Jr.
Chairman, NCTC

PASSED, APPROVED and ADOPTED this _____ day of _____, _____ by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____ ABSENT: _____

James C. Ledford, Jr., Mayor

ATTEST:

Victoria L. Hancock, CMC, City Clerk

Approved as to form:

City Attorney

DRAFT

WHEREAS, the North County Transportation Coalition adopted by resolution the following position at its Board meeting on December 17, 2001, that:

1. With regard to selection of an alignment between Bakersfield and Sylmar, the "I-5" alignment (CHSRA "Option 1") fails virtually all tests regarding cost, risk, and service to residents and employers of southern California, and therefore should be removed from all further consideration in all future project studies.
2. With regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "Aqueduct" alignment (CHSRA "Option 4") be removed from further consideration due to its foreclosure of potential station locations within the Antelope Valley and its extended proximity to the San Andreas Fault.
3. Further with regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "SR-58" alignment (CHSRA "Option 2") be the preferred choice based on minimization of overall cost, tunneling cost, delay risk and seismic risk, provided that this alignment remains compatible with the preferred Bakersfield station locations identified by the City of Bakersfield and Kern County.
4. With regard to selection of an alignment between the City of Santa Clarita and the Antelope Valley (SR-14 vs. Soledad Canyon), that preference be given to the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.
5. With regard to the selection of an Antelope Valley station location, that the CHSRA allow for placement of a station anywhere within and between the central business districts of the Cities of Palmdale and Lancaster, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the CHSRA continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Palmdale hereby supports the North County Transportation Coalition Resolution and requests that the California High Speed Rail Authority approve the Antelope Valley alignment as its preferred alignment to connect the project segment located between Bakersfield and Los Angeles Union Station.

CITY OF PALMDALE
COUNTY OF LOS ANGELES, CALIFORNIA

RESOLUTION NO. CC 2002-019

DRAFT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALMDALE SUPPORTING THE ANTELOPE VALLEY ALIGNMENT AS THE PREFERRED ALIGNMENT FOR THE CALIFORNIA HIGH SPEED RAIL PROJECT AND SUPPORTING THE FINDINGS OF THE NORTH COUNTY TRANSPORTATION COALITION

WHEREAS, the California High-Speed Rail Authority (CHSRA) is conducting a program-level environmental impact analysis in support of its efforts to develop and implement high-speed rail service between San Francisco, Sacramento, Los Angeles, and San Diego; and

WHEREAS, the California High-Speed Rail Authority has been evaluating alternative project alignments and station locations in the project segment located between Bakersfield and Los Angeles Union Station with the intent of selecting a preferred alignment and set of station locations for detailed environmental analysis at their January 2002 meeting; and

WHEREAS, the California High-Speed Rail Authority has requested that the communities having an interest in the project segment located between Bakersfield and Los Angeles Union Station present their views on which alignment(s) and station locations should be selected for detailed environmental analysis; and

WHEREAS, the North County Transportation Coalition is a regional transportation committee consisting of elected officials and key staff members representing jurisdictions and organizations from the North County region of Los Angeles County; and

WHEREAS, the members of the North County Transportation Coalition represent the cities of Palmdale, Lancaster, and Santa Clarita; local Chambers of Commerce and Transit Authorities; Los Angeles County; the Metropolitan Transportation Authority; Metrolink; the California Department of Transportation; and Southern California Association of Governments; and

North County Transportation Coalition

Resolution in Support of CHSRA Alignment and Station Selection

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NOW, THEREFORE, BE IT RESOLVED that the North County Transportation Coalition has determined at its Board meeting on December 17, 2001, that:

- 1 With regard to selection of an alignment between Bakersfield and Sylmar, the "I-5" alignment (CHSRA "Option 1") fails virtually all tests regarding cost, risk, and service to residents and employers of southern California, and therefore should be removed from all further consideration in all future project studies.
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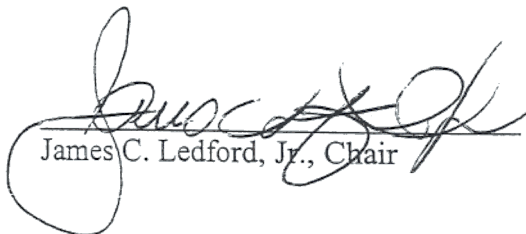
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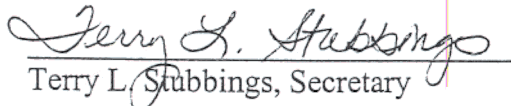
AYES: Ron Carter, Jo Anne Darcy, Jeff Long, Robert Newman, Frank Roberts, and Terry Stubbings

NOES: None ABSTAIN: None

ABSENT: B.J. Atkins, Rosa Fuquay, James Ledford, Tom Rogers, Kathleen Voss and Richard Yribe

ATTEST:


James C. Ledford, Jr., Chair


Terry L. Stubbings, Secretary

CALIFORNIA HIGH-SPEED TRAIN PROJECT ALIGNMENT ALTERNATIVES EVALUATION

Bakersfield to Sylmar Segment

Based on findings presented in: "First Screening Report – Part 1, Revisions to Mountain Crossing Recommendations (San Jose-Merced and Bakersfield-to-Sylmar Segments)", California High-Speed Rail Authority, January 2002.

Evaluation Criteria	I-5 East	I-5 West	Antelope Valley
Ridership	---- Cannot Distinguish ----		
<u>In-Tunnel</u> Fault Zone Crossings	None	1	None
Total Tunneling (Miles)	18	22	10
Minimum Longest Tunnel (Miles)	5.8	13.6	2.2/2.4
Construction Cost	Highest	Highest	Lowest
Construction Access	Fair	Fair	Best
Service to Major Population/Employment Centers	None	None	Best
Biological Resource Impacts	Significant	Not Signif.	Not Signif.
Cultural Resource Impacts	Higher	Higher	Lowest

NOTE: Most optimal results shown in **boldface**.

North County Transportation Coalition
Resolution in Support of CHSRA Alignment and Station Selection

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6. With regard to the selection of a Santa Clarita station location, that the CHSRA continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

PASSED, APPROVED, and ADOPTED this 10th day of January 2002, by the Board of Directors, of the Greater Antelope Valley Association of REALTORS®, Inc.



Pamela JS Westall, CEO

North County Transportation Coalition

Resolution in Support of CHSRA Alignment and Station Selection

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3. Further with regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "SR-58" alignment (CHSRA "Option 2") be the preferred choice based on minimization of overall cost, tunneling cost and delay risk, and seismic risk, provided that this alignment remains compatible with the preferred Bakersfield station locations identified by the City of Bakersfield and Kern County.

4. With regard to selection of an alignment between the City of Santa Clarita and the Antelope Valley (SR-14 vs. Soledad Canyon), that preference be given to the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR 14 and other transportation facilities within that corridor.
5. With regard to the selection of an Antelope Valley station location, that the CHSRA allow for placement of a station anywhere within and between the central business districts of the Cities of Palmdale and Lancaster, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the CHSRA continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

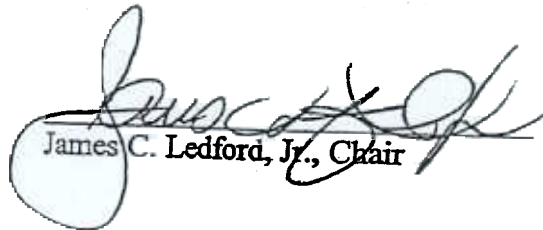
PASSED, APPROVED and ADOPTED this 17th day of December, 2001 by the following vote:

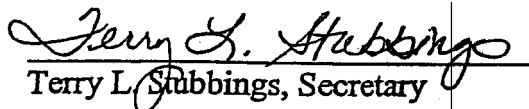
AYES: Ron Carter, Jo Anne Darcy, Jeff Long, Robert Newman, Frank Roberts, and Terry Stubbings

NOES: None ABSTAIN: None

ABSENT: B.J. Atkins, Rosa Fuquay, James Ledford, Tom Rogers, Kathleen Voss and Richard Yribe

ATTEST:


James C. Ledford, Jr., Chair


Terry L. Stubbings, Secretary



Antelope Valley Board of Trade Directors

R. GREGG ANDERSON, President
Rancho Vista Development Co.
ALIS CLAUSEN, President Elect
Southern California Edison

Bonn's Printing
GEORGE "BUD" REAMS, Treasurer
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ROBIN KESSLER, Secretary
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Senior Systems Technology Inc.
RON EMARD, Director at Large
Robertson's Palmdale Honda
KATIE CORBETT, Director at Large
Corbett Professional Services

January 8, 2002

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DONNA TERMEER
Assemblyman George Runner

Executive Director
GRETCHEN GUTIERREZ

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**Re: Support for North County Transportation Coalition
Resolution in Support of CHSRA Alignment and Station Selection**

Dear Committee Members:

On behalf of the membership of the Antelope Valley Board of Trade, I offer our organization's enthusiastic support for the North County Transportation Coalition's efforts in passing the enclosed resolution promoting the CHSRA Alignment and Station Selection. The Antelope Valley Board of Trade is an association of business and industry companies and individuals based in the north Los Angeles and east Kern Counties. Our mission is to engage in maintaining and promoting diverse business and industry, quality infrastructures, and a strong legislative voice for the benefit of its members and the greater Antelope Valley.

The implementation of the California High Speed Rail, under the Authority's direction, with alignment as stated in the attached resolution, will be of tremendous benefit to the Antelope Valley Region. With an increased population growth over the next 20 years reaching double-digit percentage increases, the Antelope Valley is expected to have a large commuter population traversing all major freeways and transportation corridors and will be avid users of a high speed rail system.

The Antelope Valley Board of Trade believes that this project will have a significant positive impact on the economy, transportation access, together with strong growth promotion for our region.

The Antelope Valley Board of Trade urges the California High Speed Rail Authority to support the proposed North County Transportation Coalition resolution as stated.

Sincerely,

Gretchen Gutierrez
Executive Director

North County Transportation Coalition

Resolution in Support of CHSRA Alignment and Station Selection

WHEREAS, the California High-Speed Rail Authority (CHSRA) is conducting a program-level environmental impact analysis in support of its efforts to develop and implement high-speed rail service between San Francisco, Sacramento, Los Angeles, and San Diego; and

WHEREAS, the California High-Speed Rail Authority has been evaluating alternative project alignments and station locations in the project segment located between Bakersfield and Los Angeles Union Station with the intent of selecting a preferred alignment and set of station locations for detailed environmental analysis at their January 2002 meeting; and

WHEREAS, the California High-Speed Rail Authority has requested that the communities having an interest in the project segment located between Bakersfield and Los Angeles Union Station present their views on which alignment(s) and station locations should be selected for detailed environmental analysis; and

WHEREAS, the North County Transportation Coalition is a regional transportation committee consisting of elected officials and key staff members representing jurisdictions and organizations from the North County region of Los Angeles County; and

WHEREAS, the members of the North County Transportation Coalition represent the cities of Palmdale, Lancaster, and Santa Clarita; local Chambers of Commerce and Transit Authorities; Los Angeles County; the Metropolitan Transportation Authority; Metrolink; the California Department of Transportation; and Southern California Association of Governments.

NOW, THEREFORE, BE IT RESOLVED that the North County Transportation Coalition has determined at its Board meeting on December 17, 2001, that:

1. With regard to selection of an alignment between Bakersfield and Sylmar, the "I-5" alignment (CHSRA "Option 1") fails virtually all tests regarding cost, risk, and service to residents and employers of southern California, and therefore should be removed from all further consideration in all future project studies.
2. With regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "Aqueduct" alignment (CHSRA "Option 4") be removed from further consideration due to its foreclosure of potential station locations within the Antelope Valley and its extended proximity to the San Andreas Fault.
3. Further with regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "SR-58" alignment (CHSRA "Option 2") be the preferred choice based on minimization of overall cost, tunneling cost and delay risk, and seismic risk, provided that this alignment remains compatible with the preferred Bakersfield station locations identified by the City of Bakersfield and Kern County.

4. With regard to selection of an alignment between the City of Santa Clarita and the Antelope Valley (SR-14 vs. Soledad Canyon), that preference be given to the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.
5. With regard to the selection of an Antelope Valley station location, that the CHSRA allow for placement of a station anywhere within and between the central business districts of the Cities of Palmdale and Lancaster, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the CHSRA continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

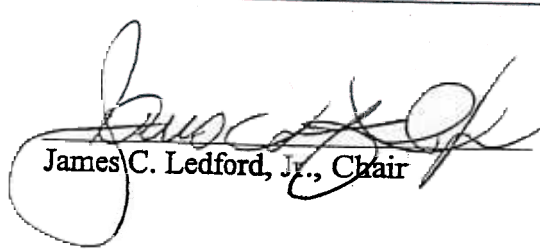
PASSED, APPROVED and ADOPTED this 17th day of December, 2001 by the following vote:

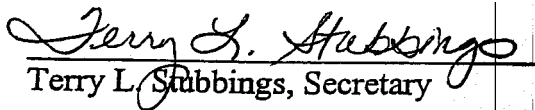
AYES: Ron Carter, Jo Anne Darcy, Jeff Long, Robert Newman, Frank Roberts, and Terry Stubbings

NOES: None ABSTAIN: None

ABSENT: B.J. Atkins, Rosa Fuquay, James Ledford, Tom Rogers, Kathleen Voss and Richard Yribe

ATTEST:


James C. Ledford, Jr., Chair


Terry L. Stubbings, Secretary

RESOLUTION NO. 02-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
LANCASTER, CALIFORNIA, SUPPORTING AN ANTELOPE
VALLEY HIGH SPEED RAIL ALIGNMENT AND STATION
LOCATION

WHEREAS, the California High Speed Rail Authority (CHSRA) is conducting a program-level environmental impact analysis in support of its efforts to develop and implement high speed rail service between San Francisco, Sacramento, Los Angeles, and San Diego; and

WHEREAS, the California High Speed Rail Authority has been evaluating alternative project alignments and station locations in the project segment located between Bakersfield and Los Angeles Union Station with the intent of selecting a preferred alignment and set of station locations for detailed environmental analysis at their January 2002 meeting; and

WHEREAS, the California High Speed Rail Authority has requested that the communities having an interest in the project segment located between Bakersfield and Los Angeles Union Station present their views on which alignment(s) and station locations should be selected for detailed environmental analysis;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lancaster, State of California, that:

- With regard to selection of an alignment between Bakersfield and Sylmar, the "I-5" alignment (CHSRA "Option 1") fails virtually all tests regarding cost, risk, and service to residents and employers of southern California, and therefore should be removed from all further consideration in all future project studies.
2. With regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "Aqueduct" alignment (CHSRA "Option 4") be removed from further consideration due to its foreclosure of potential station locations within the Antelope Valley and its extended proximity to the San Andreas Fault.
3. Further with regard to selection of an alignment between the Antelope Valley and Bakersfield, that the "SR-58" alignment (CHSRA "Option 2") be the preferred choice based on minimization of overall cost, tunneling cost and delay risk, and seismic risk, provided that this alignment remains compatible with the preferred Bakersfield station locations identified by the City of Bakersfield and Kern County.
4. With regard to selection of an alignment between the City of Santa Clarita and the Antelope Valley (SR-14 vs. Soledad Canyon), that preference be given to the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.
5. With regard to the selection of an Antelope Valley station location, that the CHSRA allow for placement of a station anywhere within and between the central business districts of the Cities of Lancaster and Palmdale, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

6. Continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and Environmental Impact Analysis.

PASSED, APPROVED, and ADOPTED this 8th day of January, 2002, by the following vote:

AYES: Council Members Idleman, Jeffra, Visokey, Vice Mayor Hearn, Mayor Roberts

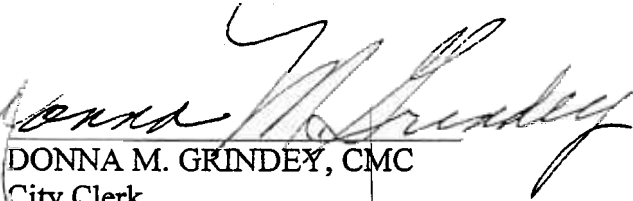
NOES None

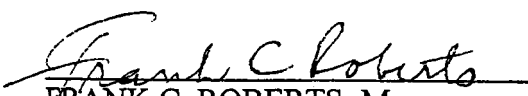
ABSTAIN: None

ABSENT: None

ATTEST:

APPROVED:


DONNA M. GRINDEY, CMC
City Clerk
City of Lancaster


FRANK C. ROBERTS, Mayor
City of Lancaster

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF LANCASTER

CERTIFICATION OF RESOLUTION
CITY COUNCIL

I, _____ City of Lancaster, CA, do hereby certify that this is a true and correct copy of the original Resolution No. 02-12, for which the original is on file in my office.

WITNESS MY HAND AND THE SEAL OF THE CITY OF LANCASTER, on this day of _____, _____.

(seal)

Mark
To City Clerk
12/20

CITY OF SANTA CLARITA
AGENDA REPORT

CONSENT CALENDAR

City Manager Approval:

Item to be presented by: Mark L. Yamarone

DATE: January 8, 2002

SUBJECT: CALIFORNIA HIGH-SPEED RAIL – RESOLUTION SUPPORTING
AN ANTELOPE VALLEY ROUTE ALIGNMENT AND NORTH
LOS ANGELES COUNTY STATION LOCATIONS

DEPARTMENT: Transportation & Engineering Services

RECOMMENDED ACTION

City Council adopt a resolution supporting an Antelope Valley route alignment and North Los Angeles County station locations for the proposed California High-Speed Rail system.

BACKGROUND

The California High-Speed Rail Authority (Authority) is the State entity responsible for the planning, construction, and operation of a high-speed train system serving California's major metropolitan areas. The Authority is preparing a program-level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for a 700-mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The Authority is reviewing staff recommendations for the first screening of alternatives for the entire system, including the Los Angeles-to-Bakersfield segment.

Due to the topography of the Tehachapi Mountains, one of the most challenging segments of the proposed high-speed rail system is selecting a route alignment between Los Angeles and Bakersfield. The Authority is currently studying three route alignments between Santa Clarita and Bakersfield.

I-5 Grapevine Alignment:

This alignment would generally follow the I-5 through the Grapevine to Bakersfield. The terrain on this route, however, is challenging with steep slopes, requiring extensive tunneling and structure construction. This alignment would include a stop in the Santa Clarita Valley. Potential station locations identified by the Authority are in the areas of the I-5 and Magic Mountain Parkway and the SR-126 Interchange.

CALIFORNIA HIGH-SPEED RAIL RESOLUTION
January 8, 2002 – Page 3

ALTERNATIVE ACTION

Other action as determined by the City Council.

FISCAL IMPACT

There is no immediate fiscal impact from adopting the proposed resolution.

ATTACHMENTS

Resolution

Map – Proposed High-Speed Rail Alignments and Station Locations between Los Angeles
and Bakersfield

13

CALIFORNIA HIGH-SPEED RAIL RESOLUTION

January 8, 2002 – Page 2


the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.

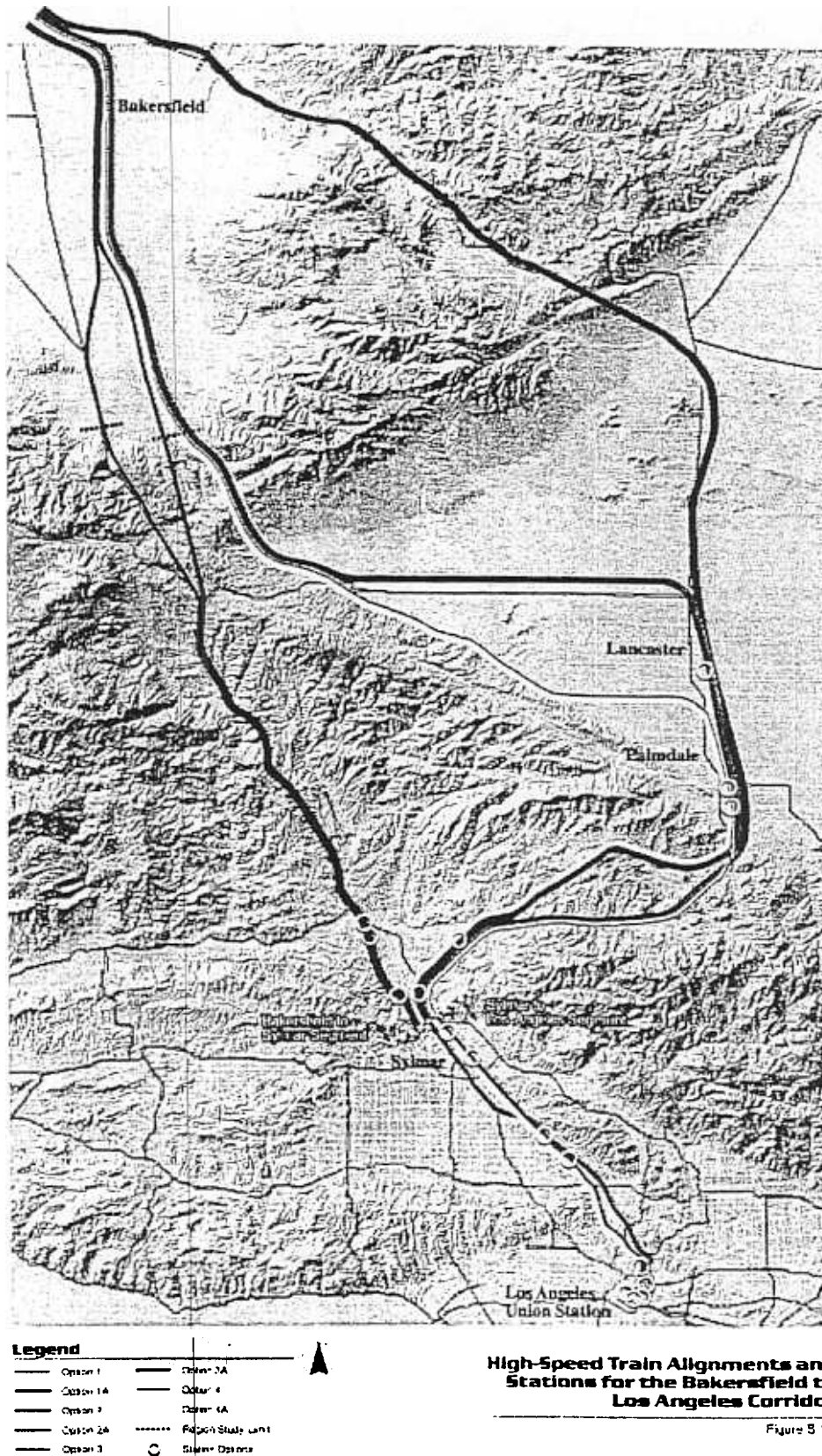
5. With regard to the selection of an Antelope Valley station location, that the Authority allow for placement of a station anywhere within and between the central business districts of the cities of Lancaster and Palmdale, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the Authority continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

PASSED, APPROVED, AND ADOPTED this 8th day of January 2002.


MAYOR

ATTEST:


CITY CLERK



Phil Wyman

Assemblyman, 34th District



California Legislature, State Capitol, Sacramento, CA 95814 (916) 319-2034 FAX (916) 319-2134
Victorville - 14011 Park Avenue, Suite 470, Victorville, CA 92392 (760) 951-8555 FAX (760) 951-7476
Tehachapi - 104 S. Robinson Street, Tehachapi, CA 93561 (661) 823-9260 FAX (661) 823-9848

NEWS RELEASE

FOR IMMEDIATE RELEASE

NOVEMBER 5, 2001

CONTACT: STEPHAN ARCHER

(916) 319-2034

WYMAN TURNS TO FEDS FOR HIGH-SPEED RAIL FUNDING

(SACRAMENTO) – State Assemblyman Phil Wyman (R-Tehachapi) is now looking to Washington for the funding of the much-needed high-speed rail system that is scheduled to connect Los Angeles to San Francisco.

In a letter to Norman Mineta, Secretary of the U.S. Department of Transportation, Wyman has asked for the support of Sen. Dianne Feinstein's request for funds to complete the environmental studies portion of the project. Without these studies, the project can't go on.

The basis for the request stems from the Transportation Equity Act for the 21st Century which makes available \$35 million for this fiscal year for the purpose of high-speed rail projects. California has already spent \$5 million out of its own budget and will be asking the federal government for a \$4.5 million appropriation.

"A high-speed rail system in California – similar to the bullet trains of Europe and Japan – is a long overdue necessity for the state," said Assemblyman Wyman. "The benefits of such a system to intercity commuters as well as those who would usually have to travel by air is significant in terms of time and money."

According to the California High-Speed Rail Authority, California will accrue over \$44 billion in directly measured benefits from a high-speed rail system through 2050. This is more than double the total cost. In addition, workers will also benefit as the project will create numerous new jobs across the state.

In addition to the assemblyman's unwavering support for the high-speed rail system, Wyman has also been the foremost advocate for the Antelope Valley alignment of the system. An alternate plan would be to run the train along the Grapevine section of the I-5 corridor.

"By the time this project is completed in 2015, it is estimated that a high-speed rail route through the Antelope Valley will serve an additional 700,000 residents and 270,000 jobs," said Wyman. "An undertaking such as this will bring recognition to the high desert's aerospace community whose time has come."

###

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0034
(916) 319-2034
FAX (916) 319-2134
DISTRICT OFFICES
14011 PARK AVENUE, STE. 470
VICTORVILLE, CA 92392
(760) 951-8555
FAX (760) 951-7476

104 S. ROBINSON STREET
TEHACHAPI, CA 93561
(661) 823-9260
FAX (661) 823-9848

Assembly California Legislature

PHIL WYMAN
ASSEMBLYMAN, THIRTY-FOURTH DISTRICT



COMMITTEES:
NATURAL RESOURCES
JOBS, ECONOMIC DEVELOPMENT
AND THE ECONOMY
HIGHER EDUCATION
WATER, PARKS & WILDLIFE
SUBCOMMITTEE ON
INTERNATIONAL TRADE
SELECT COMMITTEE ON
THE SAN GABRIEL VALLEY
SELECT COMMITTEE ON
GROUNDWATER CONTAMINATION

January 16, 2002

Mr. Rod Diridon
Chairman
California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Dear Chairman Diridon:

The California High-Speed Rail Authority will soon be deciding the route of the proposed high-speed rail route that will connect Los Angeles with Sacramento and San Francisco. I am asking your support for the proposed route through the Antelope Valley for the following reasons:

The Antelope Valley alignment would bring high-speed rail service to 350,000 more residents and 150,000 more jobs than the I-5 Grapevine option *today*. In the rail's proposed first years of operation (2015-2020), these numbers will jump to almost 700,000 more residents and 270,000 more jobs.

Although the I-5 Grapevine option is 33-37 miles shorter, the route's construction would also include up to 13 more miles of the costliest and riskiest type of construction through the fault-riddled section of the Tehachapi Mountains.

The Antelope Valley alignment will bring \$855 million more in net benefits than the I-5 Grapevine alignment and would provide greater access to key industrial sites such as Plant 42 and Edwards Air Force Base.

The Antelope Valley alignment would improve air quality within the region.

The Antelope Valley alignment will decrease the load of an already overburdened and deteriorating regional highway system.

According to HLB Decision Economics, Inc., the Antelope Valley alignment will "have the least overall impact on key environmental and socioeconomic resources."

Thank you for your consideration on this very important matter. I look forward to closely working with you on this issue in the future.

Respectfully Yours,

PHIL WYMAN
Assemblyman, 34th District

PW:sa

Assembly California Legislature



PHIL WYMAN
ASSEMBLYMEMBER, THIRTY-FOURTH DISTRICT

November 5, 2001

The Honorable Norman Y. Mineta
U.S. Secretary of Transportation
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Funding of Environmental Studies by the California High-Speed Rail Authority

Dear Secretary Mineta:

The California High-Speed Rail Authority is preparing a viable financing plan and operational structure for a critical new transportation link between Los Angeles and the Bay Area in our State. This plan is at a critical stage of development with the preparation of the necessary environmental studies.

California has committed \$5 million to this 21st Century transportation project and I am asking your support for a request by U.S. Senator Dianne Feinstein for Federal funds to complete the aforementioned environmental studies. The Transportation Equity Act for the 21st Century (Public Law 105-178) appropriates and makes available, \$35 million to your office during this fiscal year, specifically for High-Speed Rail projects (Section 7201).

Secretary Mineta, the importance of this project to the people of the High Desert that I represent and the State of California cannot be stressed enough and I urge your approval of Senator Feinstein's request as quickly as possible.

Thank you for your service to our Nation at this time of crisis and I look forward to working with you on this matter.

Respectfully Yours,

A handwritten signature in dark ink, appearing to read "Phil Wyman", with a long, sweeping horizontal line extending to the right.

PHIL WYMAN
Assemblyman, 34th District

PW:sa

Cc: U.S. Senator Dianne Feinstein

1104 WEST AVE J. II
JAN 14 2002 LANCASTER CA.
93534.

CALIFORNIA HIGH SPEED RAIL AUTHORITY;

MEMORSHED, EXECUTIVE DIRECTOR ; AND STAFF;
STATE OF CALIF.

I WAS NOT AT THE MEETING IN OCT, HOWEVER I WAS VERY INTERESTED IN THE RESULTS OF THE MEETING IN SOUTHERN CALIF. I AM HAPPY TO KNOW THAT PROGRESS IS TAKING PLACE IN THIS VERY IMPORTANT PROJECT. I DO HOPE THAT IT WILL CONTINUE TO GO FULL SPEED AHEAD, BECAUSE I HAVE WATCHED SOUTHERN CALIF GROW SO FAST IN THE PAST, AND ANTELOPE VALLEY WILL DOUBLE, THEN DOUBLE, JUST AS I WATCHED ALL THE GROWTH IN THE LOWER CITIES, ONE AFTER THE OTHER, AND NOW THIS GREAT ANTELOPE VALLEY IS THE ONE GREAT OPPORTUNITY FOR THE EXPANSION OF PEOPLE FROM ALL AREA OF THE UNITED STATES, AS WELL AS THE WHOLE WORLD. YOU AS A GROUP, I FEEL MUST KNOW THAT NOW THE WHOLE ANTELOPE VALLEY FROM VICTORVILLE TO THE NORTHER PART OF THE STATE OF CALIFORNIA WILL HAVE MILLIONS OF PEOPLE MAKING USE OF THE HIGH SPEED TRAIN IF YOU FIGHT FOR THE ALIGNMENT *Coming* THROU THE ANTELOPE VALLEY WHERE THERE WILL SOMEDAY BE MILLIONS OF PEOPLE IN THIS VAST AREA, LIVING HERE AND THE MILLIONS OF PEOPLE VISITING HERE FROM ALL OTHER AREAS.

THERE IS NO WAY THAT ANY OTHER ROUTE CAN EQUAL ANY OTHER ROUTE *this growth* IS JUST A PATHWAY SUCH AS THE SAND ROADS WAS WHAT WE HAD TO TRAVEL ON WITH HORSE AND WAGEN WHEN I WAS A BOY HERE IN OUR GREAT, VERY GREAT HIGHWAY ROADS OF THE PRESENT DAY. I AM AWARE OF THE GROWTH IN THE PAST ALMOST ONE HUNDRED YEARS WHEN THERE WERE HUNDREDS OF CATTLE, THOUSAND I SHOULD SAY THAT COVERED THIS GREAT CATTLE *country* AREA NOW IT WON'T BE LONG *until* THEY WILL ALMOST BE A THING, MORE OR LESS OF OF THE PAST. . THANK YOU FOR GIVING YOUR ATTENTION TO THE FUTURE NEED OF WHAT IS GOOD PLANNING FOR ANTELOPE VALLEY AND CALIF.

HENRY IVAN DORSETT,

Best Wishes - Henry Ivan Dorsett

1104 WEST AVE J. II
JAN 14 2002 LANCASTER CA.
93534.

CALIFORNIA HIGH SPEED RAIL AUTHORITY;

MEIMORSHED, EXECUTIVE DIRECTOR ; AND STAFF;
STATE OF CALIF.

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HENRY IVAN DORSETT ,

Best wishes
Henry Ivan Dorsett

An unforgettable moment



all on front page Antelope Valley Press



Friday

October 12, 2001

56 pages, 7 sections

50¢

86th year, No. 195

World War II vet Dorsett named Senior of Year

“I’m proud to be an American and proud to live in the Antelope Valley.”

— Henry “Ivan” Dorsett

★ Congratulations!
TO MY SPECIAL
FRIEND
IVAN
from
Judy Bauer



VALLEY PIONEER

Henry “Ivan” Dorsett, 90, was named Senior of the Year on Thursday during the Senior Expo in Challenger Memorial Center at the AV Fairgrounds in Lancaster. A longtime resident of the Antelope Valley, Dorsett was nominated by several people who cited his love for, and dedication to, the Antelope Valley.
RON SIDDLE
Valley Press

all on front page Antelope Valley Press Oct 12

County to honor senior activist

D.O.B. —
OCT 30 —
1910 —
571420112
IND.

By RICH BREAU LT
Valley Press Senior Writer

LOS ANGELES — Henry Ivan Dorsett of Lancaster will be among the honorees at the 33rd annual Older Americans Recognition Day Awards Ceremony being held today at the Dorothy Chandler Pavilion.

The event is co-sponsored by the Los Angeles County Board of Supervisors and the L.A. County Commission on Aging.



DORSETT

A senior activist who is deeply involved in the community, Dorsett was nominated for the honor by Lancaster Mayor Frank Roberts.

"He's got a list of accomplishments you wouldn't believe," Roberts said of Dorsett. "He's been a cherished and valuable source of information for the City Council for years and years.

"He doesn't always agree on what the council is doing, but he's willing to give us all the information we need to help us make a decision. He always wants what he feels is best for Lancaster and the Antelope Valley."

Dorsett felt honored and humbled when notified of the nomination.

"I have had the pleasure of serving with hundreds of others here in the Antelope Valley in helping others who needed our helpful hand," Dorsett said. "I only wish that each and every one could re-

ceive a reward such as this.

"Everyone is rewarded who helps another person in need. I feel the good Lord has your name in his record."

In his nominating letter, Roberts wrote "Henry Ivan Dorsett's heart has been for the Antelope Valley since he was born 87 years ago."

Dorsett's family came to the Antelope Valley in 1913 and even during his high school days, Dorsett helped with the Oldtimers' Barbecue. Dorsett has served two terms on the board of directors for the Antelope Valley Committee on Aging and was the first president of the Senior Citizens Board that was formed when the Antelope Valley Senior Center opened in 1977.

A life member of the Veterans of Foreign Wars and Disabled American Veterans, Dorsett is also a member of the local Masonic, Moose and Elks lodges. He joined the Order of De Molay in 1928 and became a member of the Lancaster Junior Chamber of Commerce in 1932.

Dorsett is past president of the Antelope Valley Chapter of the American Association of Retired Persons. He served on the Antelope Valley Transportation Agency Senior Citizens Advisory Board to the North Los Angeles County General Plan.

He has acted as master of ceremonies many times at the Antelope Valley Fairgrounds on Senior Citizen Day performing many needed tasks.

"Henry is truly an asset to all of us in the Antelope Valley," Roberts said.

*It is only a matter of
time. I am well be proud
that you have been the one
who decided Antelope Valley was your
Chosen one. I am proud of you.*

Mark
To City Clerk
12/20

CITY OF SANTA CLARITA
AGENDA REPORT

CONSENT CALENDAR

City Manager Approval: _____

Item to be presented by: Mark L. Yamarone

DATE: January 8, 2002

SUBJECT: CALIFORNIA HIGH-SPEED RAIL – RESOLUTION SUPPORTING
AN ANTELOPE VALLEY ROUTE ALIGNMENT AND NORTH
LOS ANGELES COUNTY STATION LOCATIONS

DEPARTMENT: Transportation & Engineering Services

RECOMMENDED ACTION

City Council adopt a resolution supporting an Antelope Valley route alignment and North Los Angeles County station locations for the proposed California High-Speed Rail system.

BACKGROUND

The California High-Speed Rail Authority (Authority) is the State entity responsible for the planning, construction, and operation of a high-speed train system serving California's major metropolitan areas. The Authority is preparing a program-level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for a 700-mile high-speed train system serving Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The Authority is reviewing staff recommendations for the first screening of alternatives for the entire system, including the Los Angeles-to-Bakersfield segment.

Due to the topography of the Tehachapi Mountains, one of the most challenging segments of the proposed high-speed rail system is selecting a route alignment between Los Angeles and Bakersfield. The Authority is currently studying three route alignments between Santa Clarita and Bakersfield.

- I-5 Grapevine Alignment:

This alignment would generally follow the I-5 through the Grapevine to Bakersfield. The terrain on this route, however, is challenging with steep slopes, requiring extensive tunneling and structure construction. This alignment would include a stop in the Santa Clarita Valley. Potential station locations identified by the Authority are in the areas of the I-5 and Magic Mountain Parkway and the SR-126 Interchange.

ALTERNATIVE ACTION

Other action as determined by the City Council.

FISCAL IMPACT

There is no immediate fiscal impact from adopting the proposed resolution.

ATTACHMENTS

Resolution

Map – Proposed High-Speed Rail Alignments and Station Locations between Los Angeles
and Bakersfield

CALIFORNIA HIGH-SPEED RAIL RESOLUTION

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the Soledad Canyon option in order to minimize potential adverse impacts on the future capacity and operations of SR-14 and other transportation facilities within that corridor.

5. With regard to the selection of an Antelope Valley station location, that the Authority allow for placement of a station anywhere within and between the central business districts of the cities of Lancaster and Palmdale, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.
6. With regard to the selection of a Santa Clarita station location, that the Authority continue consideration of the Santa Clarita station locations, with selection of a precise location to be determined during the next detailed phase of project design and environmental impact analysis.

PASSED, APPROVED, AND ADOPTED this 8th day of January 2002.


MAYOR

ATTEST:


CITY CLERK

